

For Sale.
MacEwen, Frickel & Co.
 VICTORIA EXCHANGE,
 QUEEN'S ROAD CENTRAL.
 HAVE FOR SALE
 THE FOLLOWING
STORES.
 York HAMS.
 Roll BUTTER.
 Topocan BUTTER.
 French BUTTER.
 EYE'S COCOA.
 VAN HOUTEN'S COCOA.
 Pilsen TONGUES.
 MACKEREL in Oil Tins.
 RAISINS and CURRANTS.
 Crystallized FRUITS.
 SAVORY & Moore's New Infant FOOD.
 BARNES & Co.'s JAMS.
 PATTED MEATS.
 PATE DE FOIE GRAS.
 Swiss MILK.

BORDEN'S
CONDENSED MILK
COOKING STOVES.
KEROSENE LAMPS.
WINES, &c.
 GILBEY'S Sparkling SAUMUR, Pils. & Qs.
 SACONNE'S MANZANILLA.
 SACONNE'S Old Invalid PORT.
 Old Bourbon WHISKY.
 BOWNE'S Old Irish WHISKY.
 Royal Glendee WHISKY.

MARSALE
 &c., &c., &c.
 THE USUAL ASSORTMENT
 OF
OILMAN'S STORES,
 at the
 Lowest Possible Prices
 FOR CASH.

MacEwen, Frickel & Co.
 Hongkong, February 10, 1886.

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW CHWANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Menelaus*, Captain NELSON, will be despatched as above TO-MORROW, the 5th instant, at 10 a.m.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, March 4, 1886.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Ulysses*, Captain DAVIES, will be despatched as above TO-MORROW, the 5th instant, at 4 p.m.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, March 4, 1886.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Zambesi*, Captain DAVIES, will be despatched as above TO-MORROW, the 5th instant, at 12 noon.

For Freight or Passage, apply to **ADAMSON, BELL & Co., Agents.**

Hongkong, March 4, 1886.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through cargo to NEW ZEALAND, TASMANIA, &c.)

The Steamship *Tanandabu*, Captain MURPHY, will be despatched as above TO-MORROW, the 5th instant, at 4 p.m.

For Freight or Passage, apply to **RUSSELL & Co., Agents.**

Hongkong, March 4, 1886.

To-day's Advertisements.

THEATRE ROYAL.

MASCOTTE OPERA COMPANY.

Manager, NIEL O'BRIEN.

THURSDAY,

Will be produced for the FIRST TIME in Hongkong by this Company.

'Olivette,'

with

NEW AND APPROPRIATE SCENERY, COSTLY DRESSES AND COMPLETE ACCESSORIES.

Box Plan now open at KELLY & WALSH'S (Liquor).

Hongkong, March 4, 1886.

NOTICE.

THE LADY SUPERIOR OF THE ITALIAN CONVENT begs to inform the INHABITANTS OF HONGKONG, that she will be pleased to receive Orders for Gentlemen's SHIRTS and PAJAMAS, also Ladies' and Children's UNDERWEARING and EMBROIDERY in any form.

Hongkong, March 4, 1886.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF NEW YORK* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 23rd March, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany, by all trans-Atlantic lines of Steamers.

Passengers—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 60A, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, March 4, 1886.

To-day's Advertisements.

THE HONGKONG ICE COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRAORDINARY GENERAL MEETING of the HONGKONG ICE COMPANY, LIMITED, will be held at the Registrar's Office of the Company, Peddar's Street, Victoria, Hongkong, at Noon, on FRIDAY, the 19th day of March, 1886, when the Resolution for subdividing the Shares of \$100 each of the said Company into Shares of \$25 each, and which was passed at the Extraordinary General Meeting of the Company held on the 4th day of March, 1885, will be submitted for Confirmation as a Special Resolution.

JARDINE, MATHESON & Co., General Managers.

Hongkong, March 4, 1886.

GERMAN BARQUE PAUL, Captain HOMER, FROM HAMBURG.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading to the Under-Signed for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge will be at once landed and stored at Consignees' risk and expense.

SIEMSEN & Co., Agents.

Hongkong, March 4, 1886.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

CARONDELET, American ship, Capt. W. F. Stetson—Messageries Maritimes.

FLINTSHIRE, British steamer, Capt. Jas. Dacoster—Adamson, Bell & Co.

FUSILIER, German brig, Captain W. Möller—Wielor & Co.

GRONIN, British barque, Capt. William Grant—Captain.

MEKON, American ship, Captain T. B. Glove—Melchers & Co.

Hongkong, March 4, 1886.

SHIPPING.

ARRIVALS.

March 4, 1886.

Nam-vien, French steamer, 472, A. Garreau, Haiphong March 1, General—A. R. MARTY.

Opacok, British steamer, from Whampoa, Zambesi, British steamer, 1,540, Francis Cole, Bombay February 11, and Singapore, General—P. & O. S. N. Co.

Fookang, British steamer, 900, H. W. Hagg, Swatow March 3, General—JARDINE, MATHESON & Co.

Gauke, British steamer, 2,600, W. G. Peorne, San Francisco January 31, and Yokohama February 25, Mails and General—O. & S. S. Co.

Paul, German barque, 743, Hunerloh, Hamburg October 15, General—SIEMSEN & Co.

Bedwell Castle, British steamer, 1,653, R. J. C. Tod, Nagasaki February 26, Coal and General—ADAMSON, BELL & Co.

Lee Sang, British steamer, from Whampoa.

Decima, German steamer, 966, P. Oestmann, Saigon Feb. 25, Rice—SIEMSEN & Co.

Hongkong, March 4, 1886.

Vessels Advertised as Loading.

Destination.

Vessel.

Captain.

Agents.

Date of Leaving.

Haiphong, via Suez Canal.

Cassandre (s).

Healopol.

Siemsen & Co.

March 17, at 4 p.m.

Higo and Yokohama.

Atlanta (s).

E. G. Pfaff.

Siemsen & Co.

March 17, at 4 p.m.

Kobe and Yokohama.

Menelaus (s).

Bonolis.

Siemsen & Co.

March 5, at 4 p.m.

London, via Suez Canal.

Ulysses (s).

Bremner.

Siemsen & Co.

March 9, at 4 p.m.

London, via Suez Canal.

Broonschire (s).

W. Pope.

Siemsen & Co.

March 9, at noon.

Marcellus, via Saigon.

Oxus (s).

Leopard.

Siemsen & Co.

March 15, at 4 p.m.

New York, via Suez Canal.

Prinz Friedrich Carl (s).

Leopard.

Siemsen & Co.

March 13, at 3 p.m.

San Francisco, via Yokohama.

Gauke (s).

Leopard.

Siemsen & Co.

March 25, at 3 p.m.

San Francisco, via Yokohama.

City of New York (s).

W. Malcolm.

Siemsen & Co.

March 25, at 3 p.m.

Shanghai, via Amoy.

Menelaus (s).

Nelson.

Siemsen & Co.

March 5, at 10 a.m.

Shanghai.

Ava (s).

Peacock.

Siemsen & Co.

March 5, at 10 a.m.

Swatow, Amoy and Foochow.

Thales (s).

McArthur.

Siemsen & Co.

March 13, at 4 p.m.

Sydney and Melbourne, &c.

Ulysses (s).

Sawer.

Siemsen & Co.

March 13, at 4 p.m.

Tientsin, via Swatow.

Ulysses (s).

Ulysses.

Siemsen & Co.

March 5, at 3 p.m.

Yokohama and Higo.

Ulysses (s).

Ulysses.

Siemsen & Co.

March 5, at 3 p.m.

Yokohama and Higo.

Ulysses (s).

Ulysses.

Siemsen & Co.

March 5, at 3 p.m.

Yokohama and Higo.

Ulysses (s).

Ulysses.

Siemsen & Co.

March 5, at 3 p.m.

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Siemsen & Co.

March 5, at 3 p.m.

Yokohama and Higo.

Ulysses (s).

Ulysses.

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without giving much attention to the matter. . . . The relation between the two countries, however, Professor Douglas "is thus based solely and entirely on the principles of mutual advantage; and the complimentary letters and presents exchanged between the two sovereigns are but the garnishing of the dishes of solid nourishment and support which the merchants on both sides of the frontier secure by the exchange of their commodities."

But the Shan States and among the Kachyn tribes are attributable to in no small degree to Theobald's impotence. Both China and Burma, which now means the British Empire, are interested in establishing order and reopening trade. Professor Douglas's conclusion is—"Of us the Chinese have no fear. They would be perfectly willing to see our frontier made extensible to their own, as the benevolent offices which they volunteered during the Chinese campaign sufficiently indicated. For the time comes to us, therefore, with both hands full; . . . but it must be borne in mind that it is only with the full concurrence of the Chinese that we can make the best use of our position. In conjunction with them the pacification of the border frontier is a consummation of which the trade states can only be an efficient, and their co-operation the task would be one of continued anxiety and uncertain results. Any legitimate concessions, therefore, which would tend to secure a future cordial alliance with China should unquestionably be made," &c.

In the *Contemporary* we have an article of quite another type, and written in a different strain, on the "Barrenness Question," which is a tribute to the same subject, but in a serious roundabout way, something with some *satiré*, against annexation, and yet only condemns it in a hesitating way—e.g. "One would have supposed that morality would be content to govern themselves in this matter, and not insist that they neighbour's house!" &c.; or again "The false underlying such views might be sufficiently met by reference to another old rule enjoining us not to do evil in order that good may come of it." However, the article is not without its merits; its intervals, and some of them good ones, particularly in his argument in favour of Lord Gannan's system of protection *versus* annexation, and the probable effect on Asiatic public opinion of an annexation by the United States. Of the whole, however, after perusing Sir Charles Grant's article, and allowing for the reasons which he advances in favour of establishing a native government, rather than of introducing our superior Western organisations, I feel that we have been much advanced to a definite conclusion. When, for instance, we get nothing better than the following passage, to guide our judgment to a practical policy, we are rather more bewildered than before.

"So far as present information justified a conclusion, annexation or, as it may more correctly be called, appropriation would be, at any rate for the moment, the safest and most cautious measure; but it is, at least, binding our intervention within the limits of a protectorate might eventually turn out

We have, however, for good or evil, adopted annexation, and no one will disagree with Sir Charles Grant's admission: "Therefore the best product, as well as the most generous course, will be to forestall discontent by letting the Burmese feel that our dealings with them are dictated, not simply by self-interest, but also by consideration for their reasonable wishes, and even for their sentiments."—*Overland Mail.*

Quotations

HONGKONG, March 4

OPTIUM—New Patna, cash.....	557½
" Old	557
" New Benares, cash.....	550
" Old	515 com.
" New Malwa, cash.....	520
" Allowance, Tonla.....	48 @ 56
" Old Malwa, cash.....	540/50½

"	Almonds, Caly, Cham ...	96
"	Allowance, Teak ...	16 @ 83
"	Perian, Uadly ...	110
"	Allowance, Teak ...	16 @ 32

Exchange.

Banknote, March 4.

Bank, Wire, ...	3 31
" Demand, ...	3 32
" 30 days sight, ...	3 34
" 4 months' sight, ...	3 4
Ordres, ...	3 42
Documentary 4 months' sight, ...	3 43
India, Wire, ...	220
" demand, ...	221
Shanghai demand, ...	72
" 30 days' sight, private ...	73
Gold Leaf 999 fine ...	\$32.25
Sovereigns, ...	\$ 6.95

Temperature.

*(Taken at Messrs Falconer & Co.'s Premises,
Queen's Road.)*

BAROMETER —	9 A.M. ...	30.139
Do.	4 P.M. ...	30.119
Do.	4 P.M. ...	30.808
THERMOMETER —	9 A.M. ...	64
Do.	4 P.M. ...	64
Do.	(Wet bulb) 9 A.M. ...	60
Do.	" 4 P.M. ...	63
Do.	Do. 4 P.M. ...	63
Do.	Maximum ...	65
Do.	Minimum over night ...	61

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY,

Temperature	61
Humidity	84
Direction of Wind	S
Force	2
Weather	c.
Rain	—

Hongkong Observatory, March 4, 1886.

SUN AND TIDE TABLE FOR HONGKONG.

(From *The Hongkong Almanack*)

1886.

Day of Month.	HIGH WATER.		Sun.	
	Morn.	Aft.	Rises.	Sets.
1	8.31	5.15	6.19	5.4
2	9.55	6.35	6.18	5.7
3	10.14	10.8	6.17	5.5
4	11.35	10.4	6.17	5.5
5	10.57	11.17	6.16	5.6
6	11.20	—	6.15	5.6

High water at Whampoa: 2 hrs. 30 mins. later than at Hongkong; at the Barrier: 3 hrs. 15 mins.; at the Salt Pile: 3 hrs. 30 mins.; at Shamshau: 2 hrs. 45 mins.

Moon. — New Moon, Mar. 6d. Pm. m. morning.

